

## THE S. A. & O. ROW.

New Complications and Proceedings Against Bates, Haskell, Gordon and Others for Contempt.

(Special Dispatch.)  
BRISTOL, Aug. 14.—Judge Bolen has issued a rule against H. W. Bates, Geo. A. Blakemore, Robert Cox, W. A. Rader, F. Huidekoper, J. C. Haskell, F. T. Barr, G. W. Hammett, A. D. Whitaker, W. M. Burrow, W. F. Rhea, G. B. Burruss, W. J. Cox and A. M. C. Sumpter, to appear before him to-morrow at Abingdon, to show cause, if any they can, why they shall not be attached and fined and imprisoned for contempt of court, in refusing to obey its orders.

Sheriff Hughes has served the summons upon all the parties, except Gordon, Haskell, Huidekoper and Sumpter, who have not been found.

The complainants have also given notice to the defendants that they will, on the same date, move to dissolve the injunction granted in the case by Hon. J. A. Kelley.

The service of the summons created considerable excitement here and there are many different opinions as to the legal merits of the case and of its final outcome.

## DISSATISFIED IN KENTUCKY.

The Methods adopted by Democratic Committees Causing Deep Disgust and Strengthening the Farmers Alliance.

(Special Dispatch.)  
LOUISVILLE, Aug. 14.—Considerable dissatisfaction has been caused in several sections of the state by the despotic and corrupt action of many of the local democratic committees in securing the nominations of several unpopular and incompetent men for the different offices, and in whipping in voters to support them in spite of the protests of the better element in the community. In Jefferson county to instance, the local committee nominated English for the Constitutional Convention before the legislature had passed the act authorizing such a convention. Their action caused considerable dissatisfaction, and the committee was again called together by the chairman. But so great was the disgust among the committee themselves that only half of them attended the meeting. As they lacked one of a quorum, this defective body elected a member to take the place of one who had resigned because of his disgust of the proceedings, and proceeded to renominate English, who was elected over Judge Bullitt, though he was in no respect fitted for the position, and Judge Bullitt was eminently qualified to fill it. Public sentiment now loudly demands a reorganization of the party upon a purer basis, and Gen. Castleman, chairman of the State Central Committee, is taking steps to secure a reform of the party machinery.

It has been ascertained that the Farmers Alliance, which is growing in the state, and causing the politicians much apprehension, succeeded in electing members of the Constitutional Convention. This organization has suddenly developed unexpected strength, and is extending its membership so rapidly as to create serious results to the regular democratic organization. The dissatisfaction at the methods adopted by the local democratic committees in various counties, has served to give the movement popularity and strength. Many believe it will soon sweep the state, as it has done in Georgia and Alabama.

## Cardinal Newman's Death.

London, Aug. 14.—The funeral services of the death of Cardinal Newman, the great Roman Catholic prelate, have been progressing for the past two days with very impressive ceremonies. Thousands of farmers have attended the services, both Protestants and Catholics, as he was the most popular dignitary in the Catholic church. Mr. Gladstone, among many other eminent persons, was present, the two having been close personal friends for a period of over forty years.

## Cardinal Newman was a learned ecclesiastic, free from sectarian bitterness and fanaticism, and his death is deeply mourned by all classes.

## Congress.

WASHINGTON, Aug. 14.—It is understood that the tariff bill will come to a final vote to-morrow. The bill is not likely to pass at the present session, if at all.

## Killing Frosts.

JOHNSON CITY, Aug. 14.—Severe frosts are reported to have occurred Tuesday and Wednesday nights all through the mountains of North Carolina. The leaves of the trees are discolored and vegetables are ruined.

## Mercury was down to 30.

## Rockett's Monument.

St. Louis, Aug. 14.—The corner stone of the monument to the late Senator John C. Rector, at Long's Springs, Col. Rector was the grandson of the famous Rector, and is expected to attend.

## Reports from the engineers who have started on the surveying enterprise are roughly favorable to the tunnel project.

## apt. Gordon says the tunnel need not exceed a mile in length, and can be cut at such low cost that it will be profitable.

## BIG STONE GAP, VA.

What has been done toward Laying the Foundation for the Future Mineral Metropolis of the Nation.

## INTERESTING RESUME OF THE WORK.

It will be a matter of interest to the readers of the Post, not only at a distance, but also to many at home, to know the exact status of our various public improvements. With a view to giving the public this information, a representative of the Post has made a canvass of those having charge of these various works, and gathered the following items:

## THE ELECTRIC LIGHTS.

The electric light works are about completed and light will be furnished in a few days. A substantial building, 80x40 feet, stands on the island between plats 3 and 4, in which is as complete an outfit of machinery as any city can boast of. The engine and boiler has a capacity of 100 horse-power. The arc light machine has a capacity of 50 lights and the incandescent machine a capacity of 650 lights. There is already up about 20 miles of wire, and 200 incandescent lights have been put into buildings. For the present, the city is to have 41 arc lights, distributed as follows: On plat 1, including the space up to Hotel Del Monte and the Imboden reservation, 22 lights; on plat 3, 7 lights; on plat 5, 12 lights. The Thompson-Houston company has the contract, and their agents, Messrs. Cooley, of Cincinnati, and King, of Winchester, Ky., have been very efficient in pushing the work.

## THE WATER-WORKS.

The Glamorgan Iron company, of Lynchburg, who have the contract to erect the water-works, have made their surveys, and located their pipe lines from the reservoir, on the mountain side, six miles up the south fork of Powell's river, to the town. A portion of their main is on the ground now, and the balance is being cast at the foundry. They will begin very shortly to put down the pipes, and will doubtless complete the system by November 1, the contract time.

## THE STREET CAR AND RAILWAY LINES.

Track laying began on the dummy line on the 12th instant. Capt. Thos. Walker and his corps are pushing the work in great form. Three miles of steel rails are now in the S. A. & O. yards, and the cross-ties are rapidly being put in place. Two miles of the track will be laid at once, from the upper end of plat 5, through the Imboden reservation, and down Wood avenue to West 5th and the river. Two dummy engines and two passenger coaches are at the depot. For freight traffic the flat cars of the S. A. & O. will be used until the regular freight cars of the line are built. Capt. Walker is expecting orders to begin work on the belt road as soon as the dummy line is completed. When once begun, the work will be pushed to completion with energy.

## POPULAR HILL HOTEL.

Work has not begun on this much desired structure. It is understood that the Improvement company is negotiating with a company of Boston capitalists with a view to the latter's taking the eight acres of ground and erecting a \$150,000 brick or concrete hotel, after the plan accepted by the company at their last annual meeting, and it is thought the negotiations will be successful. This will relieve the Improvement company of a heavy drain upon its cash assets, and allow that sum to go into other improvements, while the public will be equally benefited by the erection of this great building. It is to be hoped that this plan, or some other feasible plan, will be adopted speedily, and the work pushed forward. Nothing in the power of the company can better show that they mean business, or better strengthen the confidence of property holders, and the public generally, than the assurance of this great enterprise.

## THE IRON FURNACES.

Messrs. Byrd and Peters, the managers of the furnace company, are men of business push, and from long training are intimately acquainted with all the principles and details of the iron business. Mr. E. J. Byrd, one of the leaders in this important movement, has had a wide range of experience extending through nearly forty years, and in several countries of the Old World and all the iron-making states of the New. He has been connected with the building or management of many very important iron and steel plants in this country. With all this practical knowledge and experience behind him, he has settled on Big Stone Gap as the one place which combines in the highest degree all the essential elements entering into the cheap production of iron and steel, and here he has pitched the crowning work of his life—two splendid furnaces with the combined capacity of 1400 tons of pig iron per week. Mr. Byrd confidently claims that he can make from the coke and the ores, which lie here in two miles of each other, a pig iron at a cost of less than three dollars per ton better than can be made at Birmingham, or anywhere else.

It is no wonder then that he and his partner, Mr. Peters, are pushing their furnace to completion as rapidly as possible. Mr. Byrd is superintending the work here, and the heavy masonry on the foundations is going forward satisfactorily. Tramways connect the foundations with stone quarries near by. The furnace sites adjoin the S. A. & O. R. R. and this road and the L. & N. will run switches into the yards.

Mr. Peters, aided by Capt. Jenkins, late of the S. A. & O., is at East St. Louis, Ill., superintending the dismantling of the two furnaces, and their shipment here. It will be remembered these furnaces were built there two years ago and were not used at all, to speak of, owing to the giving out of the ores at Iron Mt., and other adverse circumstances. These gentlemen expect to be in shape to blast in about eight months or less time.

## THE COKE PLANTS.

The Virginia Coal and Iron company, through their manager, Mr. J. K. Taggart, late of Connellsville, have begun the construction of a coke plant at Big Stone Gap.

coal lands. It will be remembered that Mr. E. B. Leisenring, one of the coke kings of Pennsylvania, is president of this company, and that they own here some fifty or sixty thousand acres of the best coal lands. Mr. Taggart, assisted by Capt. Henry Webb, late city engineer of this city, has for two months past, had a large corps of engineers and miners at work making traces of the coal beds on Callahan and Preachers Creeks and tributary streams, and making openings in the seams every 1500 feet. The main vein, known as the "Imboden vein," has been successfully traced through the greater part of this territory, and found to be of an average thickness of about seven feet, remarkably free from slate and other impurities, and of a quality for cooking second scarcely to any coal on the continent. Mr. Taggart, who has for many years been manager of some of the leading coke plants at Connellsville, is greatly delighted with the outlook here. He reports this great territory of coal mostly above drainage, easily accessible by railroads, and an abundance of level lands at hand on the water courses on which to construct ovens. In short, all the elements combine for the successful manufacturing of the cheapest coke and of the finest quality.

Both the L. & N. and the S. A. & O. are preparing to run spur tracks up the streams named, and Mr. Taggart will then build at once 300 or more ovens, to be followed in the future by an indefinite number. He is now building and will shortly be operating a trial oven.

It is on the foundation of coal and iron that the destiny of Big Stone Gap rests, and with such showings as Messrs. Taggart and Byrd make in their respective departments, who can doubt the future?

## THE INTERSTATE TUNNEL.

This great scheme with the incalculable benefits it will bring to Big Stone Gap seems to be materializing in good shape. Capt. W. F. Gordon, the chief engineer, has secured Capt. Bishop, of Petersburg, an engineer of fine reputation to take charge of the field work, and the latter gentleman moved last week into camp on the proposed line with a splendid corps of assistants, fifteen in number. The first encampment is on Callahan Creek about six miles from the town. Capt. Bishop has made a partial preliminary examination of the proposed routes, and is confident that a line can be secured, with a maximum grade of only 66 feet to the mile, up to and through Big Black Mountain, down upon the Poor Fork of the Cumberland, and up the same, and through Pine Mountain and out into a section in Letcher county, Ky., where good diverging lines in all directions can be secured, at for two million dollars, or less. This estimate includes the double-track tunnels, and double-track lines from this point to the western terminus. If his actual survey and estimates, bringing the amount to approximately two million dollars, there seems every assurance that the scheme will be carried out, and that without delay. Capt. Bishop expects to be out for four or more months with his corps, surveying different routes and determining upon the best.

## THE MOUNTAIN PARK ASSOCIATION.

This rather aesthetic, but highly important feature in the development of our city, is not slumbering. An accurate survey is now being made of the boundary of 3,000 acres, which it will be remembered includes that wonderfully rich and picturesque "High Knob" and neighboring peaks and depressions, with a view to inclosing it, and fitting up as a game preserve and building upon "The Knob" a rustic hotel or club house. As soon as practicable the dummy line will be extended to it, and also beautiful drive-ways made.

## OUR RAIL-ROADS.

Work all along the lines is progressing satisfactorily. The S. A. & O. has settled into a very creditable road, with two passenger trains each way per day, and sufficient freight train accommodations. A suitable freight depot has been erected. A passenger depot is badly needed. This road has pushed through the Gap, and is about completed up into the coal fields on Loony Creek.

The L. & N. road-bed is merely graded, and is a first-class bed in all particulars. Track-laying is advancing this way rapidly from Cumberland Gap, and those in authority say it will reach us by November 1st. They will immediately push their track-laying on from here out into the coal fields through the Gap, and on to Norton. A spur up Preacher Creek is already being graded. They will run out spurs in all directions to the coal and iron mines. Grading is now being pushed on the switch yards, turn-tables, etc., on the land known as the Southwest Virginia Mineral Land Company's tract, just below and opposite the lower end of "Plat" It is said this company will build a very handsome depot.

The N. & W. road is pushing its work westward to Norton, twelve miles above us where it makes a juncture with the L. & N., with all possible dispatch. It is thought they will reach Norton early in '91.

The E. T. V. & G. extension is being graded north from Rogersville, Tenn., and the Kentucky Union is completed to Jackson, and only awaiting the settling of the tunnel question to begin pushing on here. Several other Kentucky roads are heading this way, and it is almost the decree of nature that they must come to Big Stone Gap for an eastern outlet, or eastern and south-eastern connections.

## OTHER INTERNAL IMPROVEMENTS.

The citizens, both individually and collectively as represented in the city council, are awakening to the importance of improvements of all kinds, chiefly of public and private buildings, grading, paving and macadamizing streets, etc. The air is no longer pregnant with speculative talk, but there is everywhere among our citizens an impulse to build, and improve.

The council has taken steps toward levying and collecting the taxes for this year and it is estimated that some eight or ten thousand dollars will be derived from this source, all of which will be expended upon the streets in various ways. The most frequented streets of the town will have the sidewalks brought to grade and substantial plank walks put down, the expenses to be borne by the holders of abutting property, and a satisfactory system has been employed to frame a satisfactory and workable plan. They will meet

the requirements of collecting this tax. It is probable that a considerable amount of macadamizing will be done.

The Improvement Company's bridge over Powell's River at E. 5th street, is to be built at once.

Several church buildings are being put into shape for contracts, some very handsome ones are spoken of and will no doubt materialize. The City Hall is being agitated. Contracts have been, or are being, let for a great number of residences, many of them large and elegant. There are several fine blocks of business houses under discussion, some of which are at the point of contract, and are all to be large, and substantial brick and stone buildings.

Our Building and Investment Company has its arrangements about completed to enter upon the building of from one to three hundred tenement cottages.

Altogether there is a much more healthy and hearty tone among our citizens. The spirit of improvement is in the air, and before the winter months, we shall have in this valley of surpassing beauty, abundant evidences that the restless and resistless tide has set in which is to make here a mighty and commercial city.

## Financial.

General trade has been somewhat restricted by extreme heat and much solicitude has been excited respecting the crops. Chicago advices intimate that it is likely the drought and hot weather may curtail the consumption of goods in sections where the damage is most serious, but up to the latest dates very few orders had been cancelled. In New York, among dry goods jobbers, there is an improved demand, trade being better both there and in the interior than for several years in this season. The prices of commodities, tea excepted, are not perceptibly affected by silver legislation. Although it is a coincidence quite noticeable that a feverish speculation in produce, with wide fluctuations in prices, has characterized the dealings of the week—bar silver rising and gold leaving the country. As to the corn belt, the latest dispatches say the drought is now broken. Corn during the week advanced about six cents per bushel. Wheat is a shade lower, with considerable selling on foreign account. Provisions are stronger. A cable from Rio speaks of a strong combination to control the Brazilian coffee market. The Western petroleum exchanges and the New York Consolidated Exchange agreed to list the Ohio Pipe Line certificates. A Chicago special says: The new bill of lading adopted by the Central Traffic Association, and containing the words "not negotiable," was thrown out by the Commercial National Bank on Saturday. Shippers are using roads which have not adopted it. The Interstate Commission sent out its expected order reducing rates on grain and breadstuffs west of the Mississippi River.

Gold exports equal to \$6,500,000 during the week and the uncertainties caused by silver speculation disturbed the money market to an unusual degree, so that banking institutions are keeping their funds well in hand, loaning very little except on call. Time money, in consequence, is firmer, despite large disbursements by the Treasury. Other disbursements, on account of interest and dividends payable August 1, reached the unprecedented total of \$19,000,000. Money on call was quoted 4 1/2 %. Time money, 4 % for 60 days, 5 % for four months and 5 1/2 % for six months, on approved collateral. Commercial paper quiet. The best double-name paper is quoted at 5 1/2 %, and prime single name at 5 1/4 % to 6 %.

Exports of merchandise from New York for the week were \$5,843,700; total since January 1, \$198,615,000, against \$202,565,000 for the same time last year; imports for the week, \$12,161,000, and since January 1, \$325,563,000, as compared with \$300,202,000 last year.

## COST OF MAKING PIG IRON.

OVERWHELMING ARGUMENTS IN SUPPORT OF THE SOUTH AS A REGION FOR MAKING CHEAP IRON SET FORTH IN COMMISSIONER WRIGHT'S REPORT.

(From the Manufacturers' Record.)

When the Department of Labor was established by Act of Congress in 1888 the commissioner of labor was specially charged with the duty of ascertaining at the earliest possible date, and whenever changes should make it essential, the cost of producing in the United States and leading countries of the world articles at the time dutiable in this country. The scope of the investigations thus provided for was very broad, the commissioner of labor being instructed to base his inquiries upon definitely specified units of production, and to show in his results the different elements of cost, including the wages paid in each industry per day, week, month or year, the profits of manufacturers, etc.

Immediately upon assuming the position of commissioner of labor, Hon. Carroll D. Wright formulated his plans for this elaborate work of investigation, and the agents and experts of his office have been at work since December, 1888, gathering the required material. In undertaking this work Mr. Wright selected as a basis the more important industries, upon which the minor industries largely depend. The industries which Mr. Wright chose for this purpose were iron and steel, cotton and wool, glass, linen, silk and earthenware. A vast amount of material has been gathered by the department relative to these subjects, and although the work is still far from completion, the urgent demand for information upon subjects now under discussion in the consideration of tariff legislation, has necessitated the issuance of a preliminary report by Mr. Wright upon the cost of producing pig iron, steel ingots, steel rails, coal, coke, iron ore and limestone.

Like all of the statistical handwork of the present commissioner of labor, the report that has just been presented to Congress is marked by its general accuracy and its intelligent grasp of the subjects under consideration. Naturally the work is one of great difficulty, as it is anything but an easy matter to induce a manufacturer to open his books to a government official and reveal the uttermost secrets of the costs of his labor and material, and the profits upon his products. It was only

in this manner, however, that the desired results could be obtained, and fortunately Mr. Wright was able to find a sufficient number of manufacturers who were willing to give the desired information to make his work at once successful and valuable, and although their identity is carefully concealed, the country is under lasting obligations to these manufacturers, who have generously disclosed such valuable information for the public benefit. All of the figures that are embodied in the report were taken directly from the books and pay-rolls of the different establishments, and their accuracy cannot, therefore, be questioned.

In his treatment of the cost of making pig iron, Mr. Wright has selected for his preliminary report the figures of 115 different establishments, each of which is designated by a number. There is scarcely a clue to the identity of any of the concerns, and there is no indication of their location beyond a broad grouping of the works in two grand divisions—Northern and Southern. The distribution of the establishments is as follows: Northern district—Illinois, 3; Indiana, 1; Maryland, 1; Michigan, 2; Missouri, 1; New York, 3; Ohio, 19; Pennsylvania, 35; West Virginia, 4; Wisconsin, 1. Southern district—Alabama, 13; Georgia, 1; Tennessee, 6; Virginia, 6. The foreign establishments are: Belgium, 6; France, 1; Germany, 4; Great Britain, 8.

The information that is given by Mr. Wright is presented without comment or analysis. It is simply submitted in bulk, and it is left to the reader to digest it for himself or else await the completion of the final report. To analyze the array of figures would require the compass of a volume, and the most that can be done within the limits of this article is to draw from the figures a few details that bear most directly upon the iron industry of the South. After all the discussion and argument that has hinged upon the cost of making iron in the South, and after the often harsh criticism that has been called forth by figures presented to show how cheaply pig iron could be made in the South, it is certainly refreshing to read in Mr. Wright's carefully compiled tables a confirmation of some of the "Southern pig iron fables." The figures not only show the measure of the advantage that the South enjoys, but they also reveal in very specific terms the exact character of that advantage.

Let us first compare the total cost per ton, run of furnace, North and South, and for this the "deadly parallel column" will serve:

AGGREGATE OF ALL COSTS PER TON OF 2240 LBS.			
North.		South.	
No.	Cost.	No.	Cost.
1.	\$13.207	1.	\$8.964
2.	12.820	2.	10.297
3.	12.236	3.	11.741
4.	14.611	4.	11.310
5.	14.826	5.	8.553
6.	15.058	6.	11.729
7.	13.171	7.	9.881
8.	15.499	8.	10.807
9.	15.452	9.	12.815
10.	13.803	10.	9.431
11.	12.424	11.	9.161
12.	15.776	12.	10.610
13.	13.620	13.	10.822
14.	14.591	14.	11.166
15.	14.222	15.	9.829
16.	14.079	16.	9.933
17.	12.745	17.	10.160
18.	12.520	18.	12.071
19.	14.016	19.	10.625
20.	13.672	20.	12.403
21.	12.997	21.	9.623
22.	14.750	22.	12.915
23.	13.007	23.	10.482
24.	14.858	24.	11.592
25.	14.201	25.	11.825

Of these furnaces, Nos. 8, 9, 13, 14, 19 and 20 of the Northern group used mixed anthracite coal and coke; Nos. 2, 4 and 12 used bituminous coal and coke, while No. 1 ran on all bituminous coal. No. 16 of the Southern group used bituminous coal and coke. All of the other furnaces used all coke fuel.

The elaborate details which the tables give enable one to trace with ease the elements of advantage or disadvantage in the cost in each case. In the elements of cost that go to make up the total given above, materials figure in each case as shown by the following table:

## COST OF MATERIALS PER TON OF PRODUCT, NORTH.

No.	Clinder.	Lime.	Scrap, etc.	Stone.	Coke.	Total.
1.	\$3.578	\$1.087	\$0.007	\$3.970	\$11.135	\$10.649
2.	7.295	—	—	2.65	3.357	11.347
3.	6.671	1.003	—	3.367	11.492	11.492
4.	8.369	—	—	2.78	3.088	14.245
5.	6.937	—	—	4.019	12.506	12.506
6.	7.510	—	—	4.13	11.291	11.291
7.	7.160	1.410	—	2.105	13.592	13.592
8.	7.408	—	—	3.087	13.697	13.697
9.	4.435	—	—	4.915	13.002	13.002
10.	6.555	1.282	—	3.776	11.807	11.807
11.	5.745	1.067	—	3.36	10.372	10.372
12.	7.492	1.469	—	4.29	13.660	13.660
13.	4.295	1.550	—	4.382	12.915	12.915
14.	6.195	—	—	4.284	11.958	11.958
15.	6.808	—	—	7.79	12.247	12.247
16.	6.344	1.371	—	2.425	11.544	11.544
17.	4.831	1.578	—	2.51	11.300	11.300
18.	6.419	1.414	—	1.986	10.793	10.793
19.	5.809	—	—	4.229	11.650	11.650
20.	4.905	—	—	4.436	11.139	11.139
21.	6.299	—	—	4.024	10.624	10.624
22.	7.925	—	—	3.644	12.721	12.721
23.	5.790	—	—	3.824	10.435	10.435
24.	8.760	—	—	3.687	12.112	12.112
25.	6.550	—	—	4.975	11.917	11.917

An analysis of the cost totals for the twenty-five Southern establishments gives the cost of materials as below:

COST OF MATERIALS PER TON OF PRODUCT, SOUTH.						
No.	Ore.	Clinder.	Scrap, etc.	Lime- stone	Coke.	Total.
1	\$1.561		\$ .007	\$ .408	\$5.197	\$ 7.173
2	3.165			.477	4.590	7.232
3	3.315			5.491	9.344	18.140
4	3.340			3.365	6.080	8.305
5	1.652			7.749	3.572	6.011
6	2.602		.101	.646	4.701	8.110
7	2.587		.098	.471	4.711	7.867
8	3.921			.315	5.068	9.304
9	4.211			.752	5.784	10.747
10	2.686			.293	4.237	7.211
11	1.909			.424	6.572	8.925
12	1.983		.010	.391	5.533	7.917
13	4.260			.229	4.382	8.871
14	3.643		.131	.560	4.991	9.225
15	3.868			7.140	3.259	10.407
16	3.948			.235	5.157	8.340
17	3.739	.134		.520	4.283	8.655
18	4.151			.493	4.931	9.575
19	4.997			.378	5.787	11.162
20	3.417			.810	4.021	8.257
21	3.417			.483	4.264	8.166
22	4.215			.961	5.394	10.571
23	4.634			.704	3.016	8.411
24	5.068			.758	3.986	9.810
25	4.093			.771	4.496	9.361